

US EPA ARCHIVE DOCUMENT

**STATEMENT OF
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BEFORE THE
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
UNITED STATES HOUSE OF REPRESENTATIVES**

May 11, 2007

Good morning, Chairman Oberstar and members of the House Transportation and Infrastructure Committee. I appreciate the opportunity to appear before you today to discuss the Environmental Protection Agency's (EPA) efforts to address energy security and the challenges posed by climate change.

I. Introduction

The President has consistently acknowledged a human contribution to climate change. The President has requested, and Congress has provided, substantial funding for climate change science, technology, observations, international assistance, and incentive programs – approximately \$37 billion since 2001. Across the federal government, programs are helping to further reduce scientific uncertainties associated with the causes and effects of climate change; promoting the advancement and deployment of cleaner, more energy efficient, lower carbon technologies; encouraging greater use of renewable and alternative fuels; accelerating turnover of older, less efficient technology through an array of tax incentives; and establishing numerous international climate partnerships with some of the world's largest greenhouse gas emitters. Through a comprehensive suite of mandates, incentives, and partnerships, the President's climate change policies are contributing to

meaningful progress in reducing the growth rate of U.S. greenhouse gas emissions, even as our population grows and our economy continues to expand.

II. Administration Climate Strategy: Progress Toward the President's Goal

In 2002, President Bush committed to cut U.S. greenhouse gas intensity (the ratio of greenhouse gas emissions to economic output) by 18 percent through the year 2012, a goal that we are on target to meet. This commitment was estimated to achieve about 100 million additional metric tons of reduced carbon-equivalent (MMTCE) emissions in 2012, with more than 500 MMTCE emissions in cumulative savings over the decade.

According to EPA data reported to the United Nations Framework Convention on Climate Change (UNFCCC), U.S. greenhouse gas intensity declined by 1.9 percent in 2003, by 2.4 percent in 2004, and by 2.4 percent in 2005. Put another way, from 2004 to 2005, the U.S. economy increased by 3.2 percent while greenhouse gas emissions increased by only 0.8 percent.

To build on the substantial progress in meeting the 18 percent intensity reduction, President Bush has announced major energy policies in the last two years. In his 2006 State of the Union address, President Bush proposed the Advanced Energy Initiative (AEI) - a 22 percent increase in funding for 2007 for clean energy technology research to change how we power our homes, business, and cars. The 2008 President's Budget includes \$2.7 billion in the Department of Energy for the AEI, an increase of 26 percent above the 2007 Budget.

This year, in his State of the Union address, the President announced his "20-in-10" initiative, which sets an aggressive new goal for the United States to use 20 percent less gasoline in 2017 than

currently projected. As part of this effort, the Administration recently sent legislation to Congress to create an Alternative Fuel Standard (AFS) which would mandate the use of 35 billion gallons of alternative fuel in 2017. Should the AFS become law, it will complement and build upon the Renewable Fuel Standard (RFS), which EPA recently finalized. The AFS would rely on credit, banking, and trading mechanisms that EPA developed for the RFS, thereby achieving market efficiencies while ensuring the use of an increasing amount of renewable and alternative fuel by our nation.

When approaching the issue of greenhouse gas emissions estimate for the transportation sector, it should be recognized that 95 percent of such emissions consists of carbon dioxide, with the remaining 5 percent of emissions consisting of nitrous oxide and methane exhaust emissions and hydrofluorocarbons from air conditioners. In addressing greenhouse gas emissions from the transportation sector, the President's 20-in-10 plan recognizes that on-board technology to control carbon dioxide emissions from vehicles does not currently exist. Therefore, the 20-in-10 plan addresses two primary factors that can reduce carbon dioxide emissions from vehicles: greatly increasing the use of renewable and alternative fuels and increasing the fuel economy of vehicles.

Fuels such as cellulosic ethanol have the potential to offset lifecycle greenhouse gas emissions by over 90 percent when compared with gasoline derived from crude oil. Biodiesel can result in the displacement of nearly 68 percent of lifecycle greenhouse gas emissions relative to diesel made from petroleum. Increasing the use of such fuels in the transportation sector has the potential to make substantial reductions in greenhouse gas emissions. Increasing the fuel economy of a vehicle also will decrease greenhouse gas emissions. Under one possible scenario, the gasoline savings from reforming and increasing CAFE and from implementing AFS could result in as much as a 10

percent reduction in annual emissions (compared to the baseline scenario) of carbon dioxide from cars and light trucks – equal to half the number of cars in Germany.

As part of the 20-in-10 commitment, the President has also issued an Executive Order in January of this year that directs the federal government to reduce fleet petroleum consumption by 2 percent annually, increase the use of alternative fuels by at least 10 percent annually, increase the purchase of efficient and flexible fuel vehicles, make government buildings more efficient, and take other steps with regard to improving energy efficiency with respect to the government's purchase of power.

In addition to these initiatives, the President's 2007 Farm Bill proposal includes more than \$1.6 billion of additional new funding over 10 years for energy innovation, including bio-energy research, energy efficiency grants, and guaranteed loans for cellulosic ethanol plants. Also, more than \$50 billion in the Farm Bill is for proposed conservation program incentives, which include activities that provide natural capture and biological storage – "sequestration" – of carbon dioxide.

III. U.S. EPA Climate Initiatives

EPA climate programs include a wide array of partnerships, which rely on voluntary measures to reduce greenhouse gas intensity, spur new investments, and remove barriers to the introduction of cleaner technologies. Many of these partnership programs provide near-term solutions that focus on reducing emissions. These programs complement the work of other federal agencies investing in research and development programs, such as the Department of Energy's (DOE) FutureGen and fuel cell development programs. EPA is also one of many federal agencies participating in the multi-agency Climate Change Technology Program.

In addition, EPA also invests in a long-term global change research program. EPA's global change research focuses on understanding the effects of global change (particularly climate change and variability) on air and water quality, ecosystems, and human health in the United States. The goal of the program is to produce timely and useful information and tools that enable resource managers and policymakers to more effectively consider global change issues in decision-making. The program's activities are coordinated with other federal agencies' climate change research through the U.S. Climate Change Science Program.

EPA's climate initiatives address all key economic sectors. Today, I will focus on those efforts of particular interest to this Committee, including EPA's transportation programs, ENERGY STAR, and other domestic public-private partnerships, our work to promote carbon capture and sequestration, and the effects of global climate change on wetlands and water resources.

What follows is a brief look at a subset of EPA's climate initiatives, categorized by sector.

Transportation

While transportation is crucial to our economy and our personal lives, it is also a significant source of greenhouse gas emissions. Travel growth has outpaced improvements in vehicle energy efficiency making it one of the leading economic sectors in greenhouse gas emissions. Within the transportation sector, passenger vehicles contribute 60 percent of greenhouse gas emissions, and freight trucks contribute 20 percent. The next largest contributor is aircraft at roughly 9 percent. Through a combination of new technology development, voluntary partnerships, consumer information, and renewable fuels expansion, EPA is working to reduce greenhouse gas emissions

from the transportation sector. By focusing both on vehicles and fuels, these efforts follow the same successful approach the Agency has used to cut emissions from motor vehicles.

Reducing Vehicle Fuel Consumption. EPA's SmartWay Transport Partnership is a public-private partnership that aims to reduce greenhouse gas emissions, fuel consumption, and criteria pollutants from ground freight transportation operations. Nearly 550 companies, including some of the nation's largest shippers and carriers, have joined the SmartWay program.

The efforts of these companies, which include the use of fuel efficient technologies and anti-idling devices, improved aerodynamics, and the next generation single wide tires, will reduce greenhouse gas emissions and fuel consumption. Our SmartWay program is also working with truck stop owners to create "No Idling Zones" and install truck stop electrification systems, allowing tired drivers to take their required 10 hour rest period in comfort without having to operate their 450 horsepower engines. EPA estimates that by 2012, the companies that participate in the SmartWay Transport Partnership will cut carbon dioxide emissions by up to 66 million metric tons per year, and nitrogen oxide (NOx) emissions by up to 200,000 tons per year. It will save about \$9 billion in fuel costs and as much as 150 million barrels of oil per year—enough oil to heat 17 million houses for one year.

EPA also is working to develop and commercialize new, state-of-the-art low greenhouse gas technologies at its National Vehicle and Fuel Emissions Laboratory in Ann Arbor, Michigan. EPA invented and patented the world's first full hydraulic hybrid vehicle system, which is capable of achieving a 40 percent reduction in greenhouse gas emissions and a 60-70 percent improvement in fuel economy. There is a high likelihood that hydraulic hybrids will be commercialized in certain

heavy-duty applications, such as urban delivery trucks and garbage trucks, within the next few years.

Promoting Today's Transportation Technologies. EPA also is working to maximize the potential of today's fuel-efficient technologies. For example, the recent phase-in of ultra low sulfur diesel fuel opens up new markets for clean diesel passenger cars and pickup trucks. These vehicles are up to 40 percent more efficient than conventional gasoline vehicles, reducing life-cycle carbon dioxide emissions by up to 20 percent.

In addition, EPA has ongoing efforts to keep the public informed about the fuel economy performance of the vehicles they drive. As evidenced by the million plus monthly "hits," the online Green Vehicle Guide has proven to be a popular consumer tool to help car shoppers identify the cleanest and most fuel efficient vehicles that meet their needs. EPA recently issued new test methods designed to improve the accuracy of window sticker fuel economy estimates to better reflect what consumers actually achieve on the road. We also redesigned the fuel economy label to make it easier for consumers to compare fuel economy when shopping for new vehicles.

Ensuring Access to Clean Renewable and Alternative Fuels. The Energy Policy Act of 2005 established the Renewable Fuel Standard (RFS)—a requirement for the use of 7.5 billion gallons of renewable fuels in the U.S. by 2012. EPA recently completed this rulemaking. The U.S. Department of Energy (DOE) now projects that ethanol use will greatly exceed the legal requirement. Under the regulatory impact analysis EPA conducted as part of the RFS rulemaking, EPA estimated that increased ethanol and biodiesel use in motor vehicles over the next five years will reduce carbon dioxide equivalent greenhouse gases by 8 to 13 million tons, about 0.4 to 0.6

percent of the anticipated greenhouse gas emissions from the transportation sector in the U.S. in 2012.

As I mentioned earlier, the Administration's proposed Alternative Fuel Standard would build on the RFS by setting an ambitious, but achievable, path forward for an expansion of the use of renewable and alternative fuels. The AFS specifies that 35 billion gallons of alternative fuel be used in the nation's transportation fuel by the year 2017. The AFS would include all fuels that are currently part of the RFS and would include fuels currently classified as "alternative fuels" under the Energy Policy Act. It would also allow other types of fuels to qualify as alternatives for compliance, adding competition in the alternative fuel marketplace. The AFS includes fuels or fuel components such as ethanol (derived from a variety of sources, including corn and cellulosic feedstock), biodiesel, butanol, as well as other alternatives to crude oil-based fuels such as natural gas, hydrogen, and coal-to-liquids. The AFS would also include the use of electricity to power advanced vehicles, including "plug-in" hybrid vehicles.

As proposed by the Administration, the AFS would replace the RFS in the year 2010, while retaining the flexible credit, banking, and trading mechanisms contained in the RFS. The legislation provides an accelerating schedule for AFS requirements in the years 2010 to 2017. After 2017, similar to the RFS, the level of the AFS would be set administratively based on several factors including the impact of alternative fuels on energy security and diversification, costs to consumers, job creation, and the environment.

The AFS also includes provisions to protect economic and environmental interests. For example, the Administration will be required to review the impact of the AFS annually and may adjust the

annual requirement if short- or long-term conditions exist that adversely affect the production or importation of alternative fuels. Under certain circumstances, the Administration could issue a temporary waiver of any or all the requirements of the AFS. The AFS also includes an automatic “safety valve” that serves as an economic backstop to ensure that mandating 35 billions of alternative fuel does not excessively increase the cost of gasoline and diesel to American consumers. By allowing the sale of credits at \$1 per gallon of ethanol (or about \$0.67 per gallon of gasoline equivalent), the “safety valve” guards against unforeseen increases in the prices of alternative fuels or their feedstocks, protecting other markets from being adversely impacted and minimizing costs to consumers. This feature provides some market certainty—businesses can calculate their maximum cost of compliance. They then can use their ingenuity to deliver value and minimize their compliance costs.

The AFS provides an opportunity to address two important national goals—improving our energy security and potentially reducing projected greenhouse gas emissions from the transportation sector. EPA has estimated that the current RFS would help achieve greenhouse gas emissions of up to 13 million metric tons in 2012. Although different AFS fuels will serve to offset greenhouse gas emissions by different amounts, increasing the use of fuels under an AFS program should result in greater greenhouse gas emission reductions than our current mix of fuels. For example, one advantage of the longer timeframe provided by the President’s proposal, along with the market incentives it creates, is allowing for commercial development of cost-competitive cellulosic ethanol. Cellulosic ethanol may achieve very large greenhouse gas reductions—up to 90% compared to petroleum-based gasoline. Other fuels like electricity, compressed natural gas, and liquefied natural gas can achieve substantial greenhouse gas reductions. Ultimately, the level of greenhouse gas reductions achieved by the AFS will depend on the implementation of the program, market forces, the

incentives available for the development of various renewable and alternative fuels, and the mix of fuels used to meet the target.

Energy Efficiency

EPA has long recognized that energy efficiency offers a lower cost solution for reducing energy bills, improving national energy security, and reducing greenhouse gas emissions – all while helping to grow the economy through increased electric grid reliability and reduced energy costs in the natural gas and electricity markets.

ENERGY STAR. In 1992, EPA introduced ENERGY STAR as a voluntary labeling program designed to identify and promote energy-efficient products. Since the early 1990s, EPA has also promoted energy efficiency in commercial buildings. Through their ENERGY STAR partnerships, businesses and organizations of all sizes benefit from energy efficiency resources and guidance that help inform their decisions, enabling them to make cost-effective investments and reduce their energy use by as much as 30 percent. Central elements of EPA's efforts include promoting energy management as a strategic business objective and promoting performance benchmarking of building energy use to help energy users target their investments.

In 2005, EPA announced a new national ENERGY STAR campaign in coordination with key professional associations and states. The ENERGY STAR Challenge is a call to action for building owners and operators to implement energy efficiency measures and reduce energy use by 10 percent or more. EPA estimates that if each building owner met this challenge, by 2015 Americans would reduce greenhouse gas emissions by more than 20 MMTCE—equivalent to the emissions from 15 million vehicles—while saving about \$10 billion.

More than 30 states —along with many other organizations—are participating in the Challenge. They are benchmarking the energy use of their buildings, setting an energy savings target of 10 percent or more, and making the investments necessary to achieve this goal.

EPA's ENERGY STAR building efforts are engaging many states, local governments, and schools to improve the efficiency of their buildings, including:

- Several states (California, Ohio, Michigan) are using ENERGY STAR to help meet state policies and goals for building energy efficiency improvements.
- Minnesota has set a goal to increase the number of ENERGY STAR labeled buildings from the current 87 to 1,000 by 2010, as a key part of their effort to reduce energy consumption 15 percent by 2015.
- The District of Columbia requires that new public buildings be designed to meet ENERGY STAR levels.
- Virginia recommends designing new public buildings to meet ENERGY STAR levels as one of two methods to comply with a new energy efficiency Executive Order.
- School districts have benchmarked the energy performance of more than 12,000 schools, approximately 20 percent of school space across the country and they have earned the ENERGY STAR label on more than 700 schools across more than 30 states; these schools are using about 35 percent less energy than typical schools
- National Association of Counties (NACo) has partnered with EPA under the ENERGY STAR Challenge on the NACo Courthouse Campaign. Over 100 counties have joined the campaign and are working to improve the energy efficiency of their courthouses.

- In addition, many cities have used Portfolio Manager to rate the performance of their office buildings and some have earned the ENERGY STAR label.

All of these efforts are contributing to the growing results of the ENERGY STAR program. In 2006, Americans, with the help of ENERGY STAR, implemented energy efficiency measures that saved \$14 billion on their energy bills and prevented greenhouse gas emissions equivalent to those of 25 million vehicles – the number of cars in California and Illinois combined.

Geologic Sequestration. Coal is an important fuel to achieve energy security and increase economic prosperity in the United States. Currently, about 50 percent of electricity in the United States is generated from coal, and according to DOE, at current rates of consumption, coal could meet U.S. needs for more than 250 years. To achieve our goal of energy security, coal must continue to play a major role in the generation of electricity in this country. Carbon dioxide capture and storage can potentially make a significant contribution to reducing greenhouse gas emissions from coal-fired electricity generation, while allowing continued use of our ample coal reserves. EPA's role is to ensure that carbon capture and storage is developed and deployed in a manner that safeguards the environment. We are focusing our efforts on two fronts: (1) partnering with public and private stakeholders to develop an understanding of the environmental aspects of carbon capture and storage that must be addressed for the necessary technologies to become a viable strategy for reducing greenhouse gases; and (2) ensuring carbon dioxide storage is conducted in a manner that protects underground sources of drinking water, as required by the Safe Drinking Water Act.

At the recommendation of the Clean Air Act Advisory Committee, EPA established the Advanced Coal Technology Work Group in January 2007 to discuss and identify the potential barriers and opportunities to create incentives under the Clean Air Act for the development and deployment of

advanced coal technologies, including carbon capture and sequestration. The Work Group includes participants from electric utilities, coal companies, equipment manufacturers and pollution control providers, states and tribes, public utility commissions, environmental and public health organizations, academia, and federal agencies such as DOE and the Department of Defense.

The Work Group is developing a set of shared recommendations that could be undertaken by various stakeholders (e.g., EPA, DOE, DOD, states, tribes, utilities, public utility commissions, equipment providers, and environmental and health organizations) to accelerate the development and use of advanced coal technologies. In its work to date, the Work Group has discussed a wide range of issues associated with the commercial use of advanced coal technologies. We believe that an approach involving a shared set of actions to address some of these issues will provide the greatest opportunity to advance the technology most quickly.

Some of the areas the Work Group is focusing its discussions on include: 1) incentives to encourage advanced coal technology; 2) education and outreach to inform the public and other affected stakeholders about the importance and need for advanced coal technology; 3) liability and public perception concerns related to carbon capture and sequestration; 4) opportunities to streamline and accelerate permitting for advanced coal technology projects; and 5) the creation of mechanisms to accelerate advanced coal technology research and development. The Work Group plans to issue an interim report in June 2007, with the final report planned for January 2008.

Another focus of the Agency is the development of risk management strategies to ensure that carbon dioxide injection and long-term geologic storage are conducted in an environmentally responsible manner. Working together, EPA's Offices of Air & Radiation and Water have determined that the underground injection of carbon dioxide is subject to the Underground Injection

Control (UIC) Program of the Safe Drinking Water Act (SDWA), which regulates injection activities to protect current and future sources of drinking water. In carrying out our responsibilities under the SDWA, EPA's goal is to ensure protective, effective storage of carbon dioxide injection in suitable geologic formations.

EPA has more than 30 years of experience working closely with states to authorize underground injection of billions of gallons of fluids annually. Approximately 35 million tons of carbon dioxide are injected annually and, in the Southwest United States, there is an extensive infrastructure to transport and inject carbon dioxide for enhanced oil and gas recovery. Although the knowledge gained from these activities is extremely useful, we do not yet have experience in integrated carbon dioxide capture and storage technologies on a commercial scale for coal-fired power plants.

Developing this expertise is essential to ensuring the potential utility of carbon dioxide capture and storage technology. The Department of Energy's research efforts to integrate and demonstrate carbon dioxide capture and storage will go a long way toward reducing costs and providing the data needed for EPA and states to develop appropriate risk management strategies.

To support these policies, EPA has developed UIC permitting guidance that recommends treatment of injection wells associated with research and development projects as "experimental technology" wells, which are covered under our existing regulations. Our goal is to provide guidance that facilitates permits while encouraging environmentally responsible injection activities. Another goal of the guidance is to promote information exchange between project proponents and regulators, which will eventually support the development of a long-term management strategy for future geologic carbon dioxide storage projects and answer public questions about the emerging technology. The guidance recommends a workable UIC permitting approach for the next several

years while more data are gathered to determine the most appropriate management framework for large-scale commercial deployment of geologic carbon dioxide storage.

Combined Heat & Power Partnership. Combined Heat and Power (CHP) is an efficient, clean, and reliable approach to generating power and thermal energy from a single fuel source. By installing a CHP system designed to meet the thermal and electrical base loads of a facility, CHP can increase operational efficiency and decrease energy costs, while reducing emissions of greenhouse gases that contribute to climate change. EPA's CHP Partnership is a voluntary program that seeks to reduce the environmental impact of power generation. The Partnership works closely with energy users, the CHP industry, state and local governments, and other stakeholders to support the development of new projects and promote their energy, environmental, and economic benefits.

Other Industrial Sectors

A number of EPA's climate initiatives cut across multiple industrial sectors:

Climate Leaders. Climate Leaders is an EPA partnership that encourages individual companies and other organizations to develop long-term, comprehensive climate change strategies. Partners develop corporation-wide greenhouse gas inventories, including all emission sources of the six major greenhouse gases (CO₂, CH₄, N₂O, HFCs, PFCs, SF₆), set an aggressive corporate-wide greenhouse gas emissions reduction goal to be achieved over 5 to 10 years, report inventory data annually, and document progress toward their emissions reduction goals. Since its inception in 2002, Climate Leaders has grown to include nearly 100 corporations whose revenues add up to almost 10 percent of the United States' gross domestic product and whose emissions represent 8 percent of total U.S. greenhouse gas emissions. Five organizations have achieved their greenhouse

gas reduction goals – Baxter International, General Motors Corporation, IBM Corporation, National Renewable Energy Laboratory, and SC Johnson.

High GWP Gas Voluntary Programs. EPA has a set of voluntary industry partnerships that are substantially reducing U.S. emissions of high global warming potential (high GWP) gases. These synthetic gases - including perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and sulfur hexafluoride (SF₆) - are manufactured for commercial use or generated as waste byproducts of industrial operations. Some of these gases have valuable uses as substitutes for ozone depleting substances. However, some species of these gases, while released in small quantities, are extremely potent greenhouse gases with very long atmospheric lifetimes. The high GWP partnership programs involve several industries, including HCFC-22 producers, primary aluminum smelters, semiconductor manufacturers, electric power companies, and magnesium smelters and die-casters. These industries are reducing greenhouse gas emissions by developing and implementing cost-effective improvements to their industrial processes. To date, industry partners have achieved significant emission reductions and industry partners are expected to maintain emissions below 1990 levels beyond the year 2010.

International Efforts

EPA's global leadership on climate change extends not only to our suite of domestic programs, but also to our pioneering and effective international partnerships.

Methane to Markets Partnership. The United States launched the Methane to Markets Partnership in November 2004 with active participation from EPA, DOE, USDA, the U.S. Agency for International Development, and the State Department. The Methane to Markets Partnership is a

multilateral initiative that promotes energy security, improves environmental quality, and reduces greenhouse gas emissions throughout the world. The Partnership consists of 20 Partner countries, and involves over 500 private sector and other government and non-governmental organizations that participate through a Project Network.

Under the Partnership, member countries work closely with private sector development banks, and other governmental and non-governmental organizations to promote and implement methane recovery and use opportunities in four sectors: oil and gas systems, underground coal mines, and landfills and animal waste management systems. Capturing and using "waste" methane not only provides an additional energy source that stimulates economic growth but also reduces global emissions of this powerful greenhouse gas. The United States has committed up to \$53 million for the first five years of the Partnership. EPA estimates that this Partnership could recover up to 500 billion cubic feet of natural gas (50 million metric tons carbon equivalent) annually by 2015.

Asia-Pacific Partnership on Clean Development and Climate (APP). EPA is an active participant in this Presidential initiative, which engages the governments and private sectors in six key nations - Australia, China, India, Japan, the Republic of Korea and the United States - that account for about half of the world's economy, energy use, and greenhouse gas emissions. Partners are enhancing deployment of clean energy technologies to address their energy, clean development, and climate goals. An example of APP success is the leveraging of a \$500,000 U.S. government grant to build the largest coal mine methane power facility in the world in China, which, when completed, will avoid the annual equivalent emissions of one million cars. Another success story is the provision of technical support to China to develop a voluntary energy efficiency label similar to ENERGY STAR.

This Administration is meeting unparalleled financial, international, and domestic commitments to the reduction of greenhouse gas emissions, and as outlined today, EPA plays a significant role in fulfilling those commitments. The initiatives discussed above represent only a sample of EPA's climate change activities. We will continue to move forward to address climate change in ways that produce meaningful environment benefits and maintain our nation's economic competitiveness.

Wetlands and Water

Global climate change could cause sea levels to rise, which could in turn affect coastal wetlands and infrastructure (building, roads, energy lines, treatment facilities, and the like). Wetlands serve important buffering functions for coastal infrastructure. It will be important to restore, improve, and protect coastal wetlands to maintain as much of their buffering capacity as possible. Healthy wetlands are also best able to adjust to gradual sea level rise, and thereby maintain their ability to protect the developed areas along our coasts.

Understanding the location, functions, and condition of coastal wetlands resources on a national scale requires accurate geo-spatial information. Having ready access to this information in the wetlands layer of the National Map managed by the U.S. Geological Survey, along with real-time updates will help decision-makers at all levels determine what wetlands sites are the most important to restore and protect and which areas should be avoided for development. For some coastal infrastructure that may need to be re-located inland, we should protect the wetland areas that can provide natural buffers to protect it. In light of the importance of wetland resources to adapting to anticipated sea level rise, EPA has begun active coordination with eight other federal agencies

engaged in wetlands protection and management to explore ways to accelerate the geo-spatial mapping of our wetland resources.

The focus on wetlands is related to a broader effort by EPA's National Water Program to gather information and develop a strategy on water related aspects of climate change. In March, the Office of Water established an internal climate change workgroup in coordination with other EPA offices and Regions.

A key first task of the workgroup is to better define water-related consequences of climate change and build understanding of how the clean water, drinking water, and ocean programs may need to be tailored in light of climate changes. By this summer, the workgroup will draft a strategy addressing three key questions:

- Mitigation: Can water programs and water pollution control facilities contribute to greenhouse gas mitigation efforts?
- Adaptation: How can EPA, states, and tribes adjust implementation of water programs to better account for anticipated climate changes?
- Research: How can research activities complement and inform water program efforts to address climate change?

The EPA workgroup is also developing basic educational materials to inform water program professionals about the water related impacts of climate change. We are holding initial listening sessions with stakeholders this month and will seek public input on the draft strategy later this year.

IV. The Supreme Court Decision

The recent Supreme Court decision in Massachusetts v. EPA comes against the backdrop of this Administration's comprehensive climate policy.

In Massachusetts v. EPA, the Supreme Court made several findings regarding EPA's denial of a petition to regulate greenhouse gas emissions from new motor vehicles under Section 202(a)(1) of the Clean Air Act. First, the Court found that greenhouse gas emissions are indeed pollutants under the Clean Air Act. Second, the Court ordered EPA to reconsider its denial of a petition from the State of Massachusetts and several other groups seeking regulation of greenhouse gas emissions from new motor vehicles and engines. One of the most significant things the Court instructed EPA to determine is whether greenhouse gas emissions endanger public health or welfare based on the requirements of the Clean Air Act. Third, the Court's decision explicitly left open the issue of whether EPA can consider policy considerations when writing regulations in the event EPA were to make an endangerment finding.

Currently, EPA is moving forward to meet the Supreme Court's decision in a thoughtful, deliberative manner, considering every appropriate option and every appropriate tool at our disposal. It is incumbent upon us to act expeditiously and prudently, making decisions informed by the best available science. Along with addressing the decision's substantive ramifications, the Agency is considering the appropriate procedural steps to take once the court remands the petition. Whatever we decide on that and many other issues, I can assure you that we are committed to receiving broad public input prior to making sound decisions.

V. Conclusion

The Administration remains committed to addressing climate change in a manner that promotes a healthy environment and a healthy economy. Today, I have outlined the myriad of programs, partnerships, and investments the Administration is deploying to meet this challenge.

Thank you.